Historical Richmond County, North Carolina Short Lines and Logging Railroads

Second Edition

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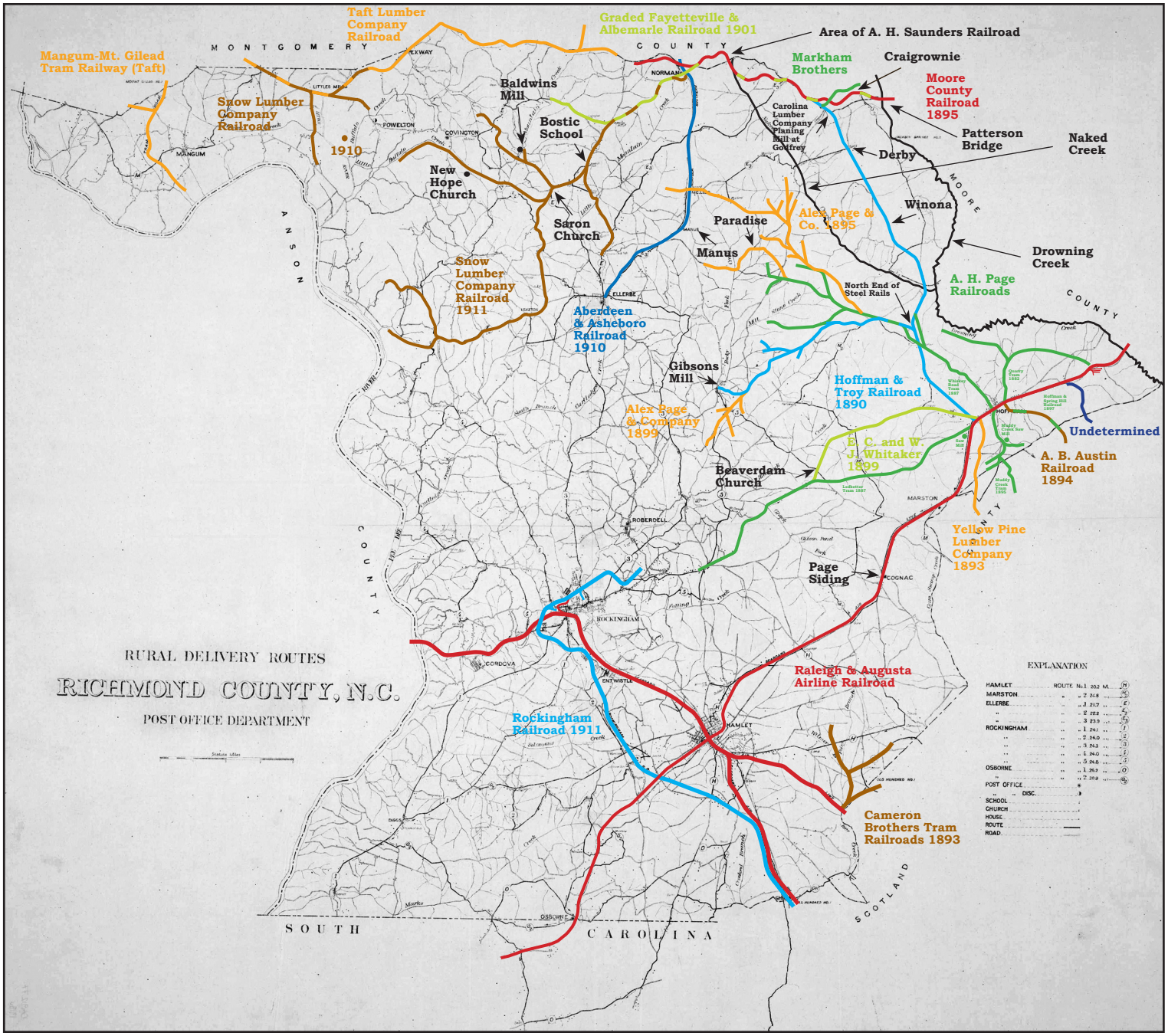


Historical Richmond County, North Carolina Railroads with Initial Construction Dates

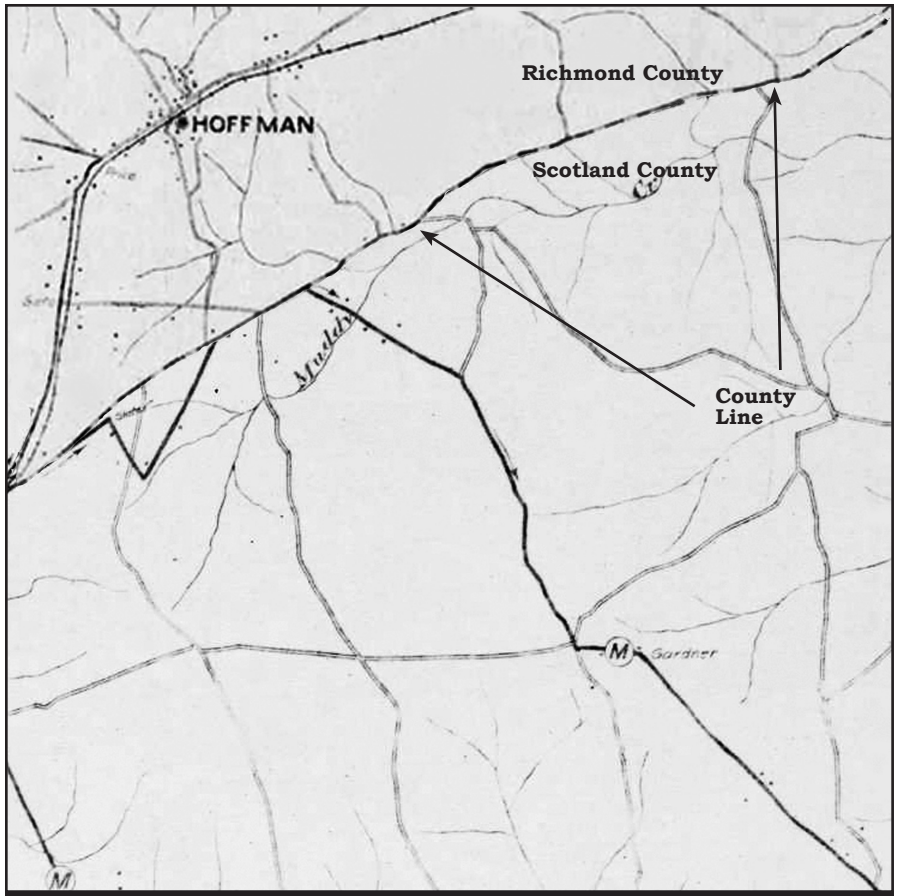
Several factors affected the history of logging railroads in Richmond County, a part of the Sandhills region of North Carolina. Two of those factors played a major role. First, the arrival of common carrier railroads, such as the predecessor of the Seaboard Airline Railroad, meant that thereafter, forest products could be processed and exported economically. Second, and equally important, was the development of geared locomotives such as those developed by Ephraim Shay. Shay patented designs for his engines while he logged in several Michigan counties. Lima Locomotive Works built most of those Shay type engines, which were perfectly suited to operation in the rolling terrain of the Sandhills region.

As was the case in nearby North Carolina counties, the logging lines developed in Richmond County differed significantly from those constructed somewhat earlier in the Upper Midwest and, contemporaneously, in the Pacific Northwest. Lines in those other regions usually penetrated areas that had not previously experienced much European settlement. There, only a small number of wagon roads existed. However, in the central part of North Carolina, a network of established roads already existed. To a large degree, those roads occupied the most favorable pathways available for moving people and agricultural products (or logs) from one place to another.

Therefore, when logging railroads or tram railroads were built in the Sandhills, they often followed the right-of-way of a preexisting wagon road. The result is that few maps produced when these railroads operated, include a representation of these lines. Almost no right-of-way deeds were recorded and, of course, a lumberman needed no special permission to place a non-common carrier railroad on property to which he held title.

In Richmond County, analysis of the railroads which terminated at Hoffman demonstrates the difficulty encountered when trying to determine just where tracks existed. The earliest, high-quality map available to the author for that county (and others nearby) is one prepared by the US Postal Service in the first two decades of the twentieth century. Thus, when surmising where tram railroad grades were located, special attention was given to wagon roads visible on this type of map, which was created shortly after most of these lines were abandoned.

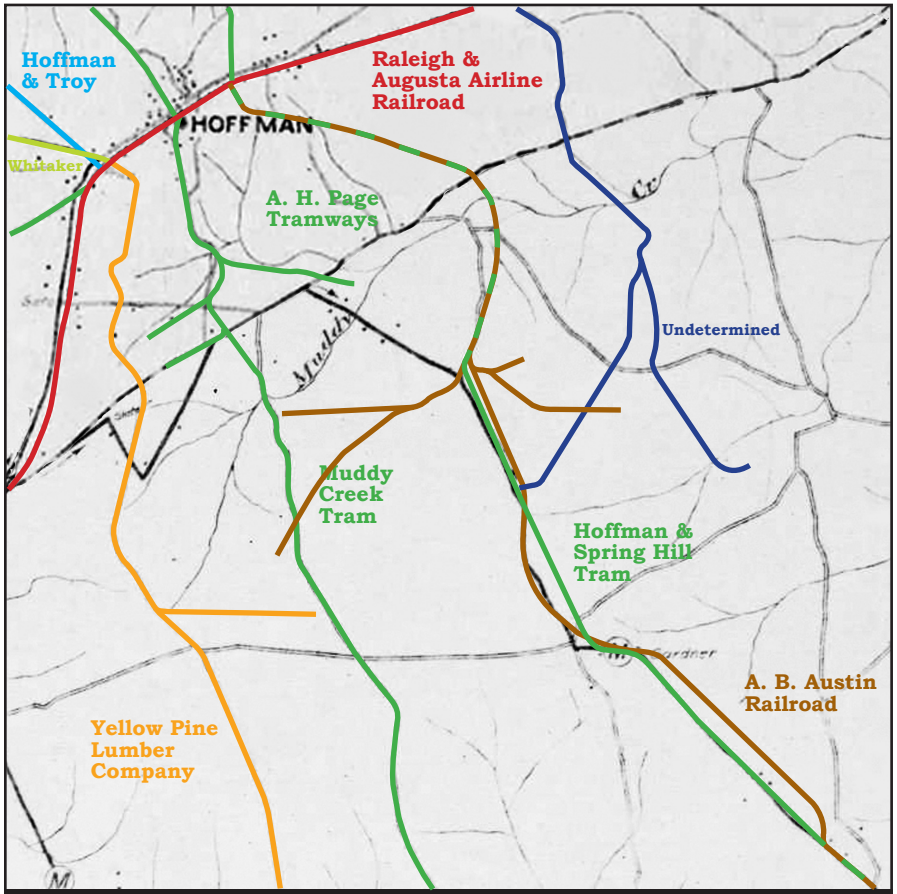
Figure 1 was made by the author by combining the Postal Service maps for Richmond and Scotland Counties, in the region around Hoffman. Figure 2 adds various



1-Combined Circa 1910 Maps of Rural Delivery Routes

railroad grades around Hoffman to the base map created for Figure 1. Figure 3 is a modern US Geological Survey topographical map of the same approximate area. Grades for various logging railroads have been superimposed by the author. Portions of them can also be seen on the map opposite page 1.

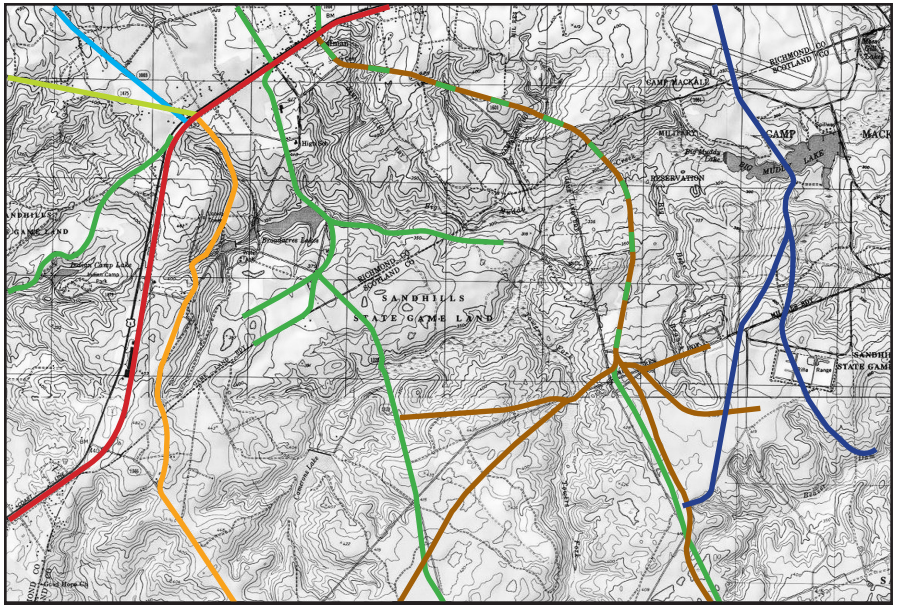
The author is especially grateful for the opportunity to analyze the first three volumes of S. David Carriker's books, *Railroading in the Carolina Sandhills. Volume 3* in that series is primarily devoted to Richmond County and its logging lines. Therein can be found a wealth of useful information. The routes for the various railroads displayed in this article's maps were drawn after analysis of maps contained in *Volume 3*, timber deeds, 1938 aerial photographs, and modern LiDAR ground images.



2-Combined Circa 1910 Maps with Railroads Added

During the 1890s and early 1900s, the town of Hoffman was the terminal for several logging lines. The interaction between the owners of two of them was complex, with an occasionally close relationship between **A. H. Page**, who owned several tram railways, and the directors of the **Hoffman and Troy Railroad**.

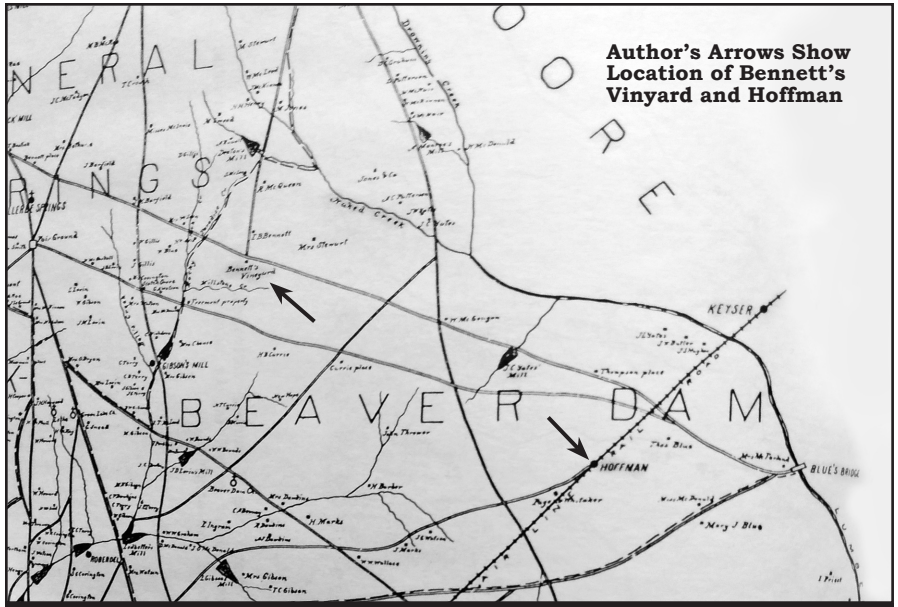
Railroading in the Carolina Sandhills, Volume 3, pages 72-75, provides useful information about the A. H. Page tramways at Hoffman. In 1882, Adolphus High (A. H.) Page partnered with William J. Whitaker in the purchase of a total of 6,600 acres of timberland around Hoffman



3-Modern USGS Topo Map of Area Shown in Figure 2

(Richmond County Deed Book WW, pages 123 and 163; and Book PP, page 32). These properties extended from Drowning Creek, in the east, to the Beaverdam Church region (roughly the area where Beaverdam Church Road crosses McDonald Church Road) in the west, and from the Bennett vineyard along Whiskey Road in the northwest to Big Muddy Creek, in the south. Those landmarks are visible in Figure 4, which presents part of an 1886 map of "old Richmond County" which, at that time, included Scotland County. The map was made from "An Actual Survey" made by John McDuffie and N. A. Graham and appears on page 22 of *Railroading in the Carolina Sandhills, Volume 3*. In 1886, A. H. Page acquired the lion's share of the real estate previously owned in common with William J. Whitaker (Book RR, page 421).

Carriker identifies by name four tram railroads controlled by A. H. Page, some of which were probably operated while he was partnered with Whitaker. Evidently, these names were coined by Carriker himself. They include "The Muddy Creek Tramway," "The Whiskey Road Tramway," "The Ledbetter Tramway," and "The Quarry Tramway." After perusing the pages mentioned above (pages 72-75 of *Railroading in the Carolina Sandhills, Volume 3*) numerous times and comparing that data with the maps on pages 24-40 of *Volume 3*, inconsistencies were noted regarding the times these various trams were used. Thus, reliable dates during which they operated could not be deduced. Moreover, some geographical features mentioned in Carriker's text do not appear to be compatible with the route maps presented on pages 24-40 of *Volume 3*.



4-1886 Map "Old Richmond County"

Carriker characterizes "The Muddy Creek Tramway" as beginning on the Raleigh & Augusta Airline Railroad, then travelling south to a sawmill located along Big Muddy Creek. Two branches originated there. A short one travelled from the mill toward the southeast, while a longer, major branch accessed timber directly south of the mill, in Scotland County.

"The Whiskey Road Tramway" was said (page 63 of *Volume 3*) to have run "up or beside the old Whiskey Road from Hoffman to the Firetower area of the old "Bennett's Vineyard." A sawmill was located along this tram, somewhere northwest of Hoffman, apparently near property owned by a member of the Mclean family. The map presented in Figure 4 suggests that "the Whiskey Road" did not yet exist in 1886, for no roadway is present between Bennett's vinyard and Hoffman. Carriker's map (on page 30 of his *Volume 3*) shows the Whiskey Road Tramway entering Hoffman along the current path followed by Tilley Street.

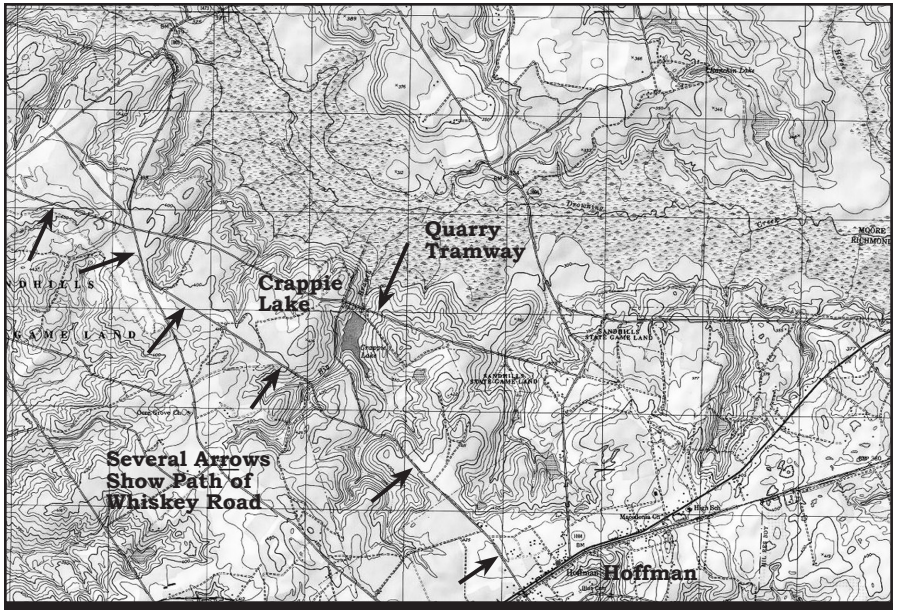
"The Quarry Tramway" is described on page 75 of *Volume 3*. "Deeds are purchased for the area that now covers the rock/sand quarry on U.S. #1 at Drowning Creek. Several individuals have related to me the existence of the tramway at that site. Matthew Bray remembered hearing of and seeing the remains of the trambed [sic] at the

Crappie Lake Dam." If Bray's recollections were accurate, then the Quarry Tramway, on modern topographical maps, must have crossed Big Branch immediately north of the dam at Crappie Lake. Figure 5 displays, on a modern topographical map, the course of the former Whiskey Road and also the road which occupies the bed of the old Quarry Tramway.

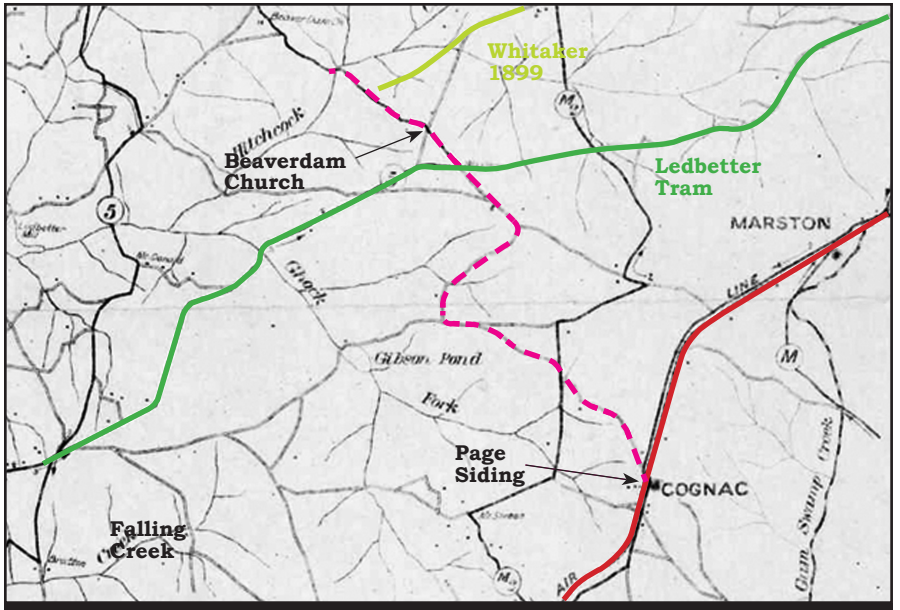
"The Ledbetter Tramway" left Hoffman on what is now Caddell Road which, farther west, turns into McDonald Church Road. It followed the course of McDonald Church Road, crossing Hitchcock Creek and Chock Creek. Continuing farther south, it may have eventually reached as far as the area of Falling Creek (Deed Book XXX, page 465).

Carriker also mentions (page 76 of *Volume 3*) another, unnamed A. H. Page tram railroad which originated at Pages Siding, a place currently known as Cognac. Apparently, this statement was based on an interview with a Richmond County resident named Chester H. Thompson. Although no supporting information was provided, the purported route for that tram is visible on pages 34 and 35 of *Volume 3*. Those pages give dates of operation between 1893 and 1895. The route for that tram railroad is not included in the map opposite page 1, for it seems likely that the Beaverdam Church area (supposedly the area to be logged by the tram originating at Pages Siding) would simply have been reached via a branch of A. H. Page's Ledbetter Tramway. Figure 6 superimposes the route proposed by Carriker for this tram on part of the map opposite page 1.

Chester H. Thompson also reported that another A. H. Page tram railroad, plus a turntable, were located at Jackson Springs Road. That statement is vague. It does not locate that right-of-way at a specific location in modern-day Richmond County. On its face, this



5-The Whiskey Road on Modern Topographical Map



6-Proposed Route of Tram Originating at Page Siding

description seems more likely compatible with some portion of the Hoffman & Troy Railroad, the northern portion of which was relatively close to Jackson Springs.

Railroading in the Carolina Sandhills, Volume 3, page 78 mentions the existence of yet another tram railroad, "The Hoffman & Spring Hill Tram Road," apparently also known as the "Laurel Hill Tram" and the Hoffman & Spring Hill Railroad. None of these entities could be found as a grantee among recorded Richmond County deeds (which includes entries for the portion of Richmond County which subsequently became part of Scotland County). However, Carriker reports (again on page 78) that the personal collection of Cora G. Justice contains several such timber and right-of-way deeds granted by landowners along Jordan Creek. But deeds from the Jordan Creek area would seem more likely related to an extension of the Muddy Creek tram. Maps in *Volume 3* imply that the Spring Hill Tram originated from a branch of the Muddy Creek Tram, but the two deeds described next cast doubt on that notion.

Fortunately, these right-of-way deeds, signed in August 1897, provide additional insight into the location of the Hoffman & Spring Hill Tram. In the first, made on August 16 and recorded in Deed Book JJJ, page 274, A. H. Page & Son acquired a right-of-way 30 feet wide from the Manufacturing and Estate Company of Richmond County, North Carolina. The term was for ten years. The right-of-way extended from the Raleigh & Augusta Airline Railroad to the Fayetteville Road and was to be used for a railroad. This grade may have been used previously (1895-1897) by a tram railroad built by A. B. Austin, which will be described later.

The second right-of-way deed was signed five days later, on August 21. It was recorded on page 272 of Book JJJ. That document describes a twenty-foot-wide right-of-way obtained by A. H. Page & Son: "said right of way to follow and be identical with the tram road of the parties of the second part (the two Pages), known as the Hoffman & Spring Hill Tram, for and during the term of ten years from date hereof." John F. McNair granted that right-of-way. This property was not McNair's residence, for he was a merchant who resided at Laurinburg, which now is in Scotland County. Unfortunately, the document does not specify an exact location for the right-of-way, although its general location may be implied from data to be presented shortly. Permission was given to build a railroad over this property.

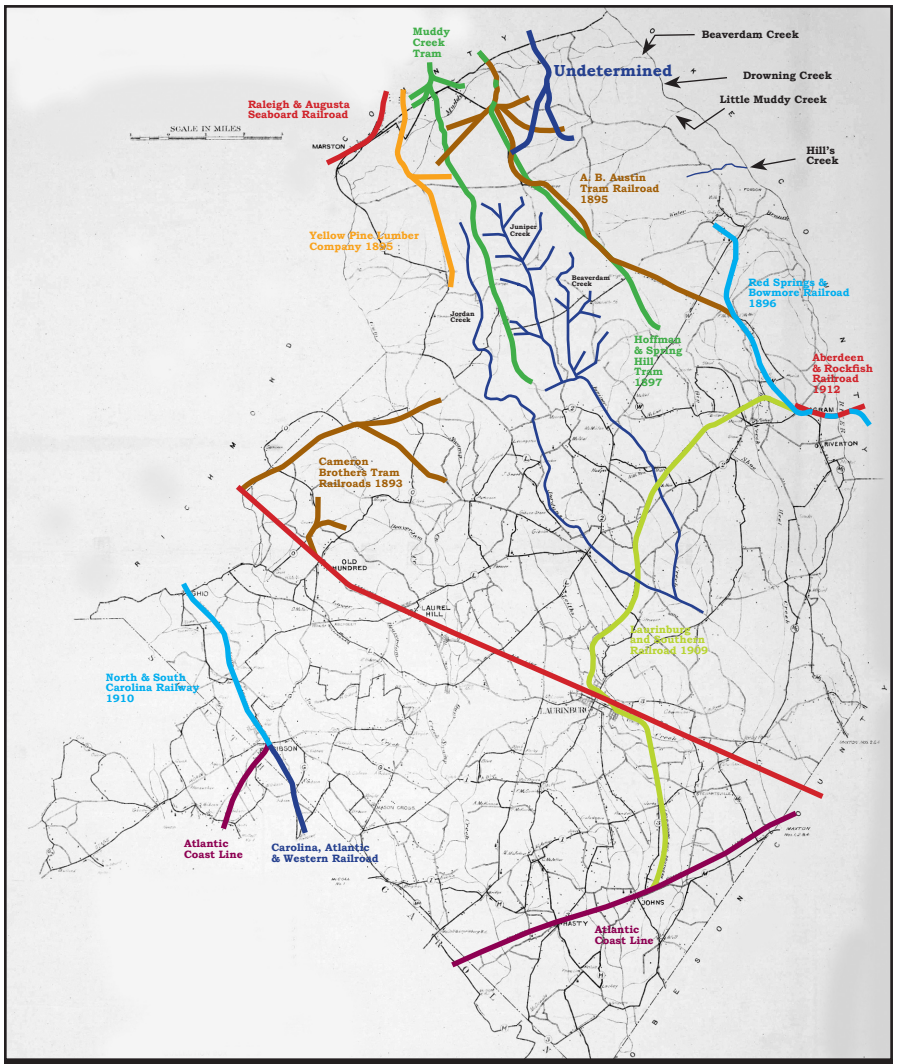
Another document signed September 2, 1897 likely relates to the Hoffman & Spring Hill Tram. As is recorded in Deed Book JJJ, page 261, A. H. Page & Son bought 160 tons of 30-pound rail. This was a quantity sufficient to construct about 3.3 miles of track.

The likely location for one part of the Hoffman & Spring Hill Tram Road is suggested by a September 17, 1898 deed recorded on page 361 of Book LLL. Therein, Henry W. Hill, a lumberman residing at Quewhiffle, in Cumberland County, sold numerous tracts in Spring Hill Township of Richmond County (now in Scotland County) to A. H. Page & Son. Bounds mentioned in these tracts include both the north and south sides of Beaverdam Creek at the junction with Drowning Creek, as well as Little Muddy Creek. These creeks are visible in Figure 7. Significantly, a 100-acre tract belonging to John F. McNair (see two paragraphs above) was located within those parcels and was excluded from the sale. This suggests that the right-of-way purchased from McNair, the year before, was inside this group of properties.

In addition to real estate transferred via the September 1898 deed, that document mentions that A. H. Page & Son acquired boilers, a sawmill, and other machinery which Hill had previously bought from the Pages. This may have been the last logging operation conducted by A. H. Page in Richmond County. The 160 tons of rails used on the Hoffman & Spring Hill Tram were sold to

A. H. Page's cousin, Henry A. Page, on October 5, 1900 (Richmond County Deed Book 37, page 588). Henry A. Page was a resident of Aberdeen, in Moore County.

A. H. Page had an interest in one additional tram railroad. In 1892, he formed a partnership with Edward C. Whitaker (a brother of his former partner, William J. Whitaker). The resulting firm was called the Hoffman Lumber Company. Edward C. Whitaker acquired Shay locomotive (Shop #433) in March 1893, taking delivery at Hoffman. Shay locomotive records disclose that in May 1893, Whitaker transferred ownership of this engine to another entity, the Yellow Pine Lumber Company, of which he was the sole owner. In September 1895, the Yellow Pine Lumber Company acquired two former Hoffman Lumber Company properties in Hoffman, situated on the Raleigh & Augusta Airline Railroad (Deed Book FFF, page 218).



7-Scotland County Railroads

In 1895, the **Yellow Pine Lumber Company** built a logging tram railroad to the south of Hoffman. It reached into Scotland County, in the region between Gum Swamp and Jordan Creek. See Figure 7. A few years later, in 1899, Edward C. Whitaker and his brother, William J. Whitaker, acquired Richmond County property on Bones Fork of Hitchcock Creek (Deed Book NNN, page 574). The next year, they bought another parcel between Bones Fork and Spring Fork of Hitchcock Creek (Book NNN page 576). *Railroading in the Carolina Sandhills: Volume 3*, pages 30 and 31 presents a map purporting to show a tram railroad reaching these properties. Thereon, it is labelled as a Yellow Pine Lumber Company tram. However, it could not be verified that, in 1899, the two Whitakers operated under that name. For completeness, an outline of that tram right-of-way is included in the map opposite page 1.

Auley Butler (A. B.) Austin was farming in Johnson County when the 1880 Federal census was taken. By the last decade of the nineteenth century, his attention had turned to logging in Richmond County. His son, Edgar Russell Austin, was associated with his father in the operation of at least one tram railroad.

S. David Carriker, in *Railroading in the Carolina Sandhills, Volume* 3, page 88 reports a likely location for the sawmill owned initially by Austin and a contemporary partner, H. M. Sherian. It was on the northwest side of the Raleigh & Augusta Airline Railroad in Hoffman. "On 7/2/1892 Sherian and Austin bought [Deed Book AAA, page 363] a two-acre lot for $25, next to the A. H. Page & W. J. Whitaker lot. This lot was in north Hoffman, where the Jackson Springs Road (now Little Road) comes into U.S. Highway #1. Some of the residents remember a tramway turntable located in the fork of that road." Carriker noted that "probably" the sawmill, itself, was sited on an adjacent 2.7-acre parcel (also on the northwest side of the Raleigh & Augusta Airline Railroad) purchased about three months later (September 29, 1892-Deed Book AAA, page 361).

Unexpectedly, on January 11, 1893, Sherian and Austin sold these two properties (combined into a 4.7-acre tract) to Page & Whitaker, who owned the next-door property (Deed Book AAA, page 359). *Railroading in the Carolina Sandhills, Volume* 3, page 88, reports that a chattel mortgage, also signed on January 11, transferred sawmill equipment located on those properties to Page & Whitaker. These transactions may have been due to financial pressure related to the Panic of 1893.

A September 21, 1893 deed (Richmond County Deed Book AAA, page 591) reveals that, at that time, A. B. Austin was part of the firm H. P. Guess & Company. Eventually, that company also had trouble meeting its obligations. As a result, H. P. Guess & Company became indentured to William H. Fitts in exchange for Fitts's assumption of the company's debts. For his part, Fitts received a sawmill located about 9-10 miles north of Hoffman, one Richmond Locomotive Works engine with an exploded boiler (located at the sawmill), livestock, a 400-acre parcel of land situated on the Raleigh & Augusta Airline Railroad, and a few other items. The author could not determine which of these assets Austin had originally contributed to H. P. Guess & Company.

Late in 1894, A. B. Austin prepared to begin a new logging operation. On November 1, he bought a used, 34-inch gauge Shay locomotive (Shop #263) and four tram cars from Marion and Melville Jeffries of Keyser (now Addor), North Carolina (Richmond County Deed Book EEE, page 246). This engine would be used on a tram railroad that extended south and east from Hoffman. It terminated at a place called Austin's Mill, which was located in what would later become Scotland County.

Austin's Mill is visible in Figure 8, part of *North Carolina*, which appears in Rand McNally & Company's 1901 edition of *The Universal Atlas of the World*. By 1901, Austin's tram railroad had been removed and the Red Springs & Bowmore Railroad operated a branch line which served Austin's Mill. The A. B. Austin Tram Railroad, in Scotland County, is visible in Figure 7.

Acquisition of timber to harvest via Austin's tram railroad began on December 13, 1894. A. B. Austin and his son

8-1901 Austins Mill in Scotland County

purchased timber rights for three years on 988 acres along both sides of Rockingham Road, in present-day Scotland County. That parcel was situated west of Drowning Creek and east of Juniper Creek, in the region of Hill's Creek (Deed Book DDD, page 597).

A. B. Austin obtained additional timber rights (for three years) on November 5, 1895 (Deed Book DDD, page 596). That property was located "between the Horsepee [sic] and Juniper [Creeks] and partly on both sides of the Juniper, joining lands of M. A. and T. L. McNair and known as the old McFarland land, and containing by estimation 450 acres, . . ." Frank McNeil signed another timber deed to A. B. Austin and his son on February 1, 1896 (Deed Book GGG, page 521). Therein, the Austins had eight years to harvest pine timber on 1,250 acres adjoining the lands of J. B. McNeil, J. A. McPherson, and A. N. Ferguson.

Two days later, on February 3, 1896 A. B. Austin bought a 17.5-acre property in Hoffman. It was situated on the northwest side of the Raleigh & Augusta Airline Railroad (Deed Book HHH, page 167). It was purchased from A. H. Page and adjoined other properties owned by A. H. Page, A. J. Butler, and D. T. Blue. The author could not determine whether this parcel included the 4.7 acres sold by Austin in January 1893.

Slightly more than a year later, A. B. Austin's finances had once again become precarious. He was heavily indebted to a Sanford, North Carolina banker, W. J. Edwards. On March 22, 1897 A. B. Austin and his son, E. R. Austin, assigned several assets to Edwards (Deed Book III, page 519). These included the 17.5-acre tract in Hoffman purchased the year before, the Shay locomotive and four tram cars bought in 1894, and a list of sawmill equipment "located on land of Jas. Blue and D. F. Blue of Hoffman, N.C. on south side of R. & A. R.R." By 1898, that same Shay locomotive had been acquired by Walter W. Mills and was in use at Carthage, in Moore County.

Apparently, A. B. Austin also had one additional business relationship with W. H. Fitts. The two men were indebted, at one time, to the Bank of Laurinburg for $663.22. The note was satisfied through a document signed September 10, 1897 (Deed Book JJJ, page 187). Therein, Thomas J. Gill received sawmill equipment, four horse log wagons, and livestock; and "the above property is now in the county of Richmond (in Scotland County in 2025) near Thomas L. McNair's still about four miles from said McNair's still." These items likely represented assets located at Austin's Mill. Thus, the last vestige of Austin's logging operation, south and east of Hoffman, had disappeared.

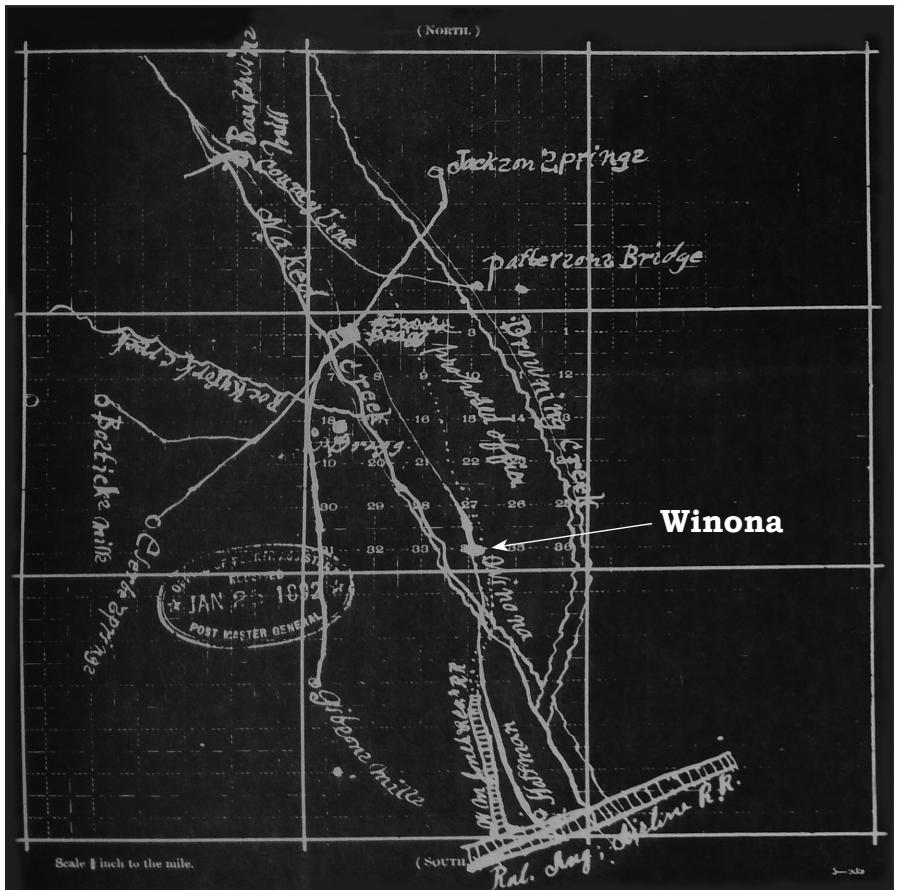
Perhaps, at one time, the Austins planned to acquire and harvest more timberland south of Austin's mill. But the Red Springs & Bowmore Railroad effectively ended any such notion when it purchased its own right-of-way leading to Austin's Mill on February 12, 1896 (Richmond County Deed Book GGG, page 471). A. B. Austin and his son continued to reside together in Hoffman when the 1900 Federal census was taken. They were recorded as "Auley" and "Adgar R" Austin, living next-door to Adolphus (A. H.) Page and two doors away from William Godfrey.

Railroading in the Carolina Sandhills, Volume 3, page 43, reports that the **Hoffman & Troy Railroad** was incorporated on February 27, 1883 by H. P. Guess of Carey, North Carolina, Alfred B. Jones of Hoffman, and eight other individuals who resided in Montgomery County. Property to be logged via the railroad had been purchased on January 12, 1882 (Richmond County Deed Book II, page 197) which was prior to the railroad's incorporation. Grantees of that deed included William Merrit Jones and Alfred B. Jones. The relationship between those two Jones men is not clear.

William Merrit Jones was a son of Rufus H. Jones of Wake County. William had a continuing role in the management of the railroad. Later, William's brother, Leonidas John Jones, would be president of the Hoffman & Troy Railroad. The 1870 census of Wake County reveals that Algemon S. Jones was yet another brother of William and Leonidas. In the 1880 census, Algemon S. Jones was recorded as "Sidney" Jones. *Railroading in the Carolina Sandhills, Volume 3*, page 46, calls this man Alfred Sidney Jones. Whether or not this was the Alfred B. Jones mentioned in the preceding paragraph has not been determined.

The 1893 edition of the *Annual Report of the Railroad Commission of North Carolina* records that the charter of the Hoffman and Troy Railroad was amended in March 1891. *Railroading in the Carolina Sandhills, Volume 3*, page 47, explains that a mortgage, dated March 6, 1891 implies that the railroad was already on the ground and in place, on that date. Issues of *Annual Report of the Railroad Commission of North Carolina* from 1893 to 1896 and *Poor's Manual of Railroads*, from 1895 to 1904, consistently give the length of this railroad as 3.5 miles. The January 13, 1893 *Railroad Gazette* lists North Carolina railway construction during 1892. Therein, the Hoffman and Troy Railroad appears, with 3.3 miles of new track between Hoffman and "Winona."

Uncertainty exists regarding the exact location of Winona. A map received in the office of the Postmaster General on January 25, 1902 is presented in Figure 9. Therein, Winona is located on the east side of Naked Creek. It is connected to the north end of the "W. M. Jones RR" track by a dotted line. The dotted line continues north of Winona and terminates at the meeting point of County Line Road, a road coming from Patterson Bridge, and the road between Jackson Springs and Ellerbe Springs. It is surmised that the dotted line represents the right-of-way of a Hoffman & Troy tram railway constructed with wooden rails. It led north, from the north end of the railroad's steel rails. The place where the tram joined the steel railroad appears to be compatible with a location 3.3 miles from Hoffman. Although not shown on this map, that junction point was also the approximate place where the preexisting A. H. Page tram railway crossed the Hoffman & Troy right-of-way.

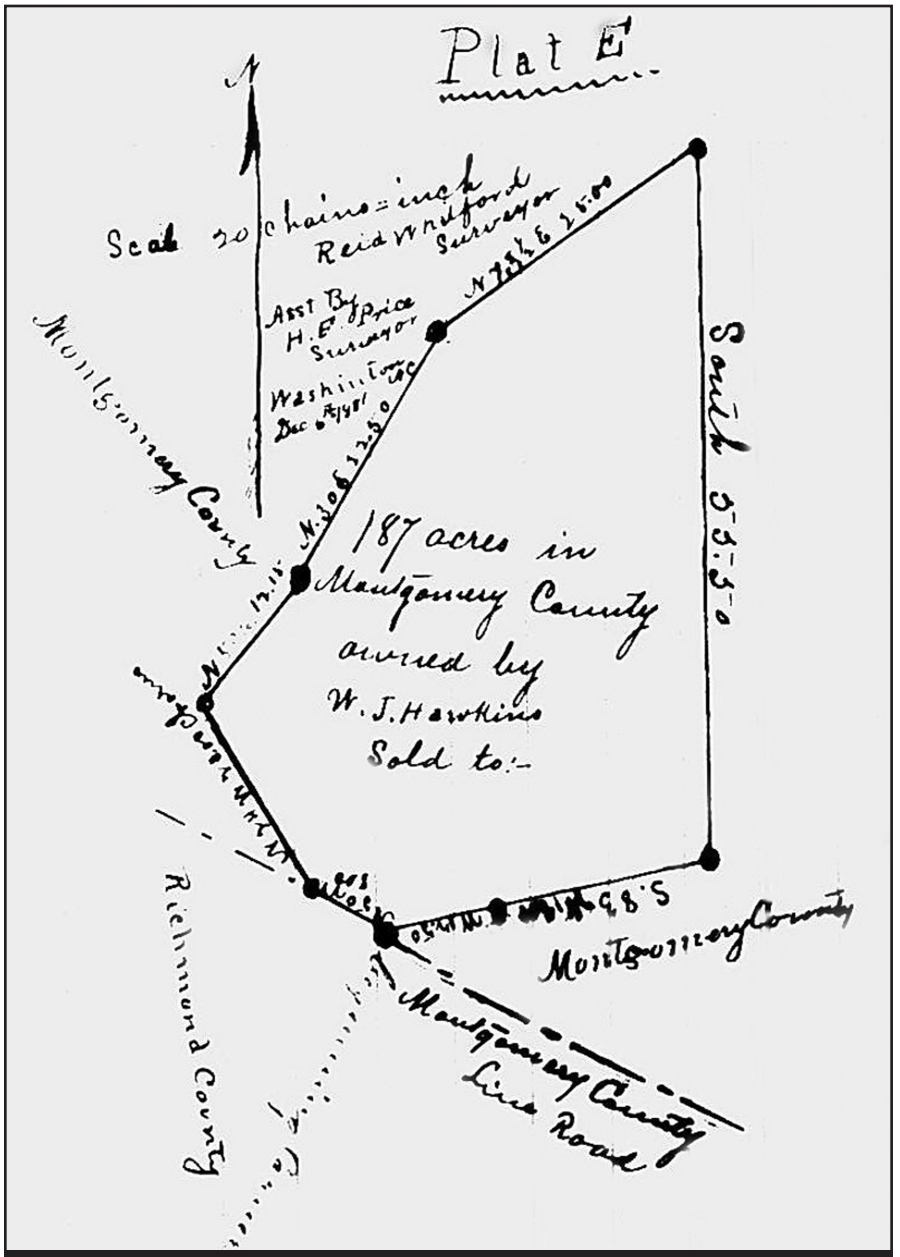


9-1902 Winona Location on Postmaster General Map

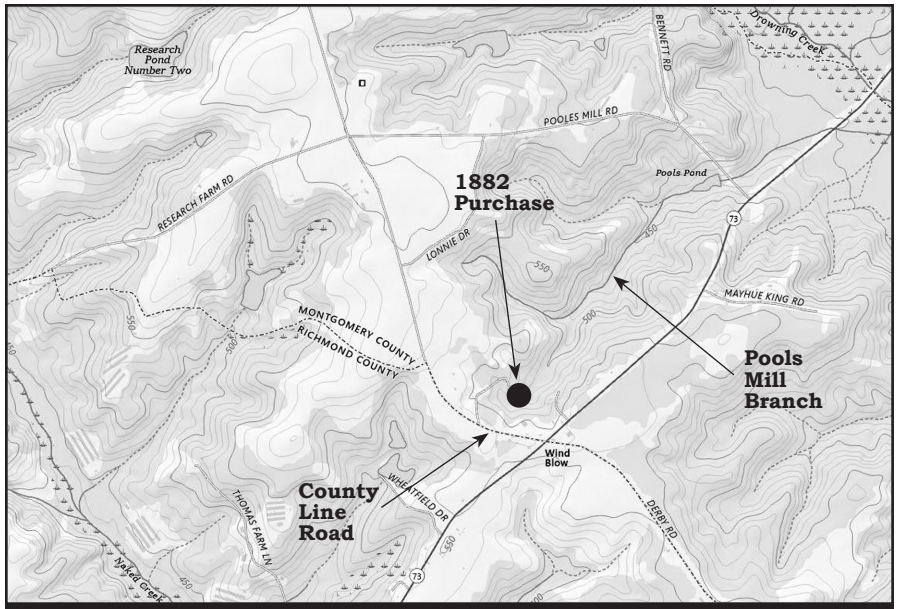
The website *Carolana* reports that Daniel Archibald McKinnon (the Secretary and Treasurer of the Hoffman and Troy Railroad) was the postmaster at Winona between February 25, 1892 and September 21, 1894. The author's conclusion is that "Winona," as it appeared in the above reference to the January 13, 1893 *Railroad Gazette*, specified the nearest post office to the north end of the Hoffman and Troy's steel rails, where it intersected with A. H. Page's tram railroad. There is no evidence that the Hoffman & Troy Railroad ever operated on more than 3.3 miles of steel rails. All branch lines were constructed with wooden rails.

Between 1892 and 1895, wooden-railed track was extended north from Winona toward the Montgomery County border. In March 1894, a fifty-acre tract in the northern part of Beaverdam Township was purchased from James C. Currie (Deed Book MMM, page 333). Bounds mentioned in that document include "the head of a branch of Drowning Creek and runs S 30^0 E 100 poles, crossing the road leading from the Coleman Bridge to the Grassy Island." This property would become the site of a planing mill described in a February 1898 document (Deed Book LLL, page 93) as "just west of the Hoffman and Troy Railroad and near of its northern terminus."

Just how far north the Hoffman & Troy Railroad eventually extended is not clear. It certainly never reached Troy, in Montgomery County. The northern-most property acquired by the original owners of the line was purchased in 1882 by L. J. Jones, A. D. Jones, and T. P. Jordan. Recorded on page 448 of Montgomery County Deed Book 26, that 187-acre parcel bordered on County Line Road in the south. Another boundary crossed Pools Mill Branch of Drowning Creek. That deed included a diagram of the property, which is presented in Figure 10. Figure 11 shows the location of this property on a modern topographical map.



10-1882 Jones Property in Montgomery County



11-Location of 1882 Purchase on USGS Topo Map

12-1895 Map Showing Hoffman & Troy Railroad

In *Railroading in the Carolina Sandhills: Volume 3*, page 48, Carriker cites the 1896 issue of *Poor's Manual* as the source for the statement that by then, the terminals of the Hoffman and Troy Railroad were at Godfreys in the north, and Gibson Mills in the south. That declaration is erroneous. Although the 1896 issue does describe the Hoffman and Troy Railroad on pages 213, 1574 and 1616, its terminals are not identified by name. Nonetheless, the statement has some validity. It is consistent with the 1895 map of North Carolina which was published in Rand McNally & Company's *New General Atlas of the World*, part of which appears in Figure 12.

Certainly by 1895, the Hoffman and Troy Railroad was, in some ways, operating jointly with the tram railways of A. H. Page. This was foreshadowed by an October 25, 1892 deed recorded in Deed Book BBB, page 137. Therein, A. H. Page bought property on Rocky Fork and Millstone Creeks from L. J., W. M., and A. D. Jones. Moreover, in 1895, A. H. Page was one of the officers of the Hoffman and Troy Railroad. That year's edition of *Poor's Directory of Railway Officials* provides a glimpse into the management, and the combined steel and wooden rail portions of the line. "Hoffman and Troy RR., 40 m.; locomotives, 3. L. J. Jones, *Pres.;* William Godfrey, *Supt. & Aud.;* William H. Fitts, *G. Fgt. & P. Agt.;* D. A. McKinnon, *Sec. & Treas.;* A. H. Page, *Traffic Man.,* Hoffman, N. C."

Together, William Godfrey and D. A. McKinnon also carried on their own lumber business, the Carolina Lumber Company, an organization separate from the Hoffman and Troy Railroad. They did utilize the Hoffman and Troy Railroad to bring logs to the Carolina Lumber Company mill. That mill was located at Godfrey, near the north end of the Hoffman & Troy Railroad. These partners continued doing business together until 1897, when they were unable to make payments on several notes owed to

the Bank of Pee Dee. The assets of the Carolina Lumber Company were then acquired by Walter L. Parsons (Deed Book III, page 219). Later in 1897, Parsons sold those assets, including real estate and Shay locomotive #433 *(Gopher)* to E. C. Whitaker (Deed Book JJJ, page 21). Remarkably, Whitaker was the person who had previously sold that engine to the Carolina Lumber Company.

Leonidas John (L. J.) Jones managed the Hoffman and Troy Railroad while his brothers pursued other interests. William Merrit Jones became a lumberman in Asheville, North Carolina. A. Sidney Jones (either Algemon or Alfred Sidney Jones) operated a "laundry service" at Salisbury (*Railroading in the Carolina Sandhills: Volume 3*, page 46). Under the presidency of L. J. Jones, the Hoffman and Troy Railroad expanded to the northwest. Starting at the junction with the A. H. Page tram railroad, the Jones line shared the right-of-way built previously by Page in order to access timber west of the junction, and A. H. Page became the traffic manager for the line.

Alexander McNeil ("Alex") Page was a cousin of Adophus High Page, for whom Alex worked before 1895. Alex formed his own logging company, Alex Page & Brothers, and bought his first Richmond County timberland on January 11, 1895 (Deed Book EEE, page 271). That tract was located west of Naked Creek and north of Rocky Fork Swamp. It would be logged to a branch of a soon to be constructed northwestern extension of the Hoffman and Troy Railroad. Alex Page & Brothers went on to log from several additional Hoffman and Troy branches.

The Hoffman & Troy Railroad was recovering from the effects of the Panic of 1893 when misfortune struck again. It came in the form of a forest fire which occurred shortly before February 1898. Evidently, the conflagration especially affected timber under the control of L. J. Jones. A decision was made to liquidate all assets of the Hoffman and Troy Railroad. Thereafter, the line continued to operate under its old name but had a new set of owners headed by Alexander McNeil Page.

L. J. Jones was appointed as the single trustee in charge of liquidation in 1898. Two February 1898 deeds detail the disposition of the railroad. The first, dated February 4th (Deed Book LLL, page 89) appointed L. J. Jones as trustee and transferred a certain group of assets (excluding the roadbed and rails) to him. Jones then proceeded to sell off those assets as best he could. Included in that sale was all real estate owned by the railroad, two Shay locomotives named *Jannie* and *Bill Fitts*, a planing mill and machinery, lumber, livestock, other structures, blacksmith tools, and franchises. Upon disposal of assets and payment of obligations, the surplus was to be divided in the following proportions: A. S. Jones, 200/1799; William M. Jones, 513/1799; J. M. Templeton, 186/1799; Mary E. Whitaker, 226/1799; B. F. Montague, 21/1799; and L. J. Jones, 653/1799.

The second deed was signed February 5 (Deed Book NNN, page 206). Therein, Alex Page & Brothers (Alexander McNeill Page, Jesse W. Page, and David A. Page) received certain real and private property which previously belonged to the Hoffman and Troy Railroad. This included "The right-of-way, track, roadbed, cross ties, sidings, rails, spikes, and spike plates now owned by the said railroad company or which it may hereafter from time to time acquire." Interestingly, sureties for the transaction were three sons (Robert N. Page, Henry A. Page, and Junius R. Page) of Allison Francis Page, who was an uncle of the three recipients of that transaction. Alex Page & Company operated the Hoffman and Troy Railroad for the remainder of its existence.

13-1898 Erroneous Location of Hoffman & Troy RR

14-1901 Map with Sprauls Located in Montgomery Co.

Evidently the transactions that took place in February 1898 resulted in some confusion regarding who actually owned the rights-of-way operated by the railroad, and just where they were located. Figure 13 is part of *North and South Carolina*, from Cram's 1898 *Universal Atlas, Geographical, Astronomical and Historical*. This map includes a railroad situated on the west side of Naked Creek. It seems to connect Gibsons Mills with Godfrey. No record could be found to support the existence of such a right-of-way.

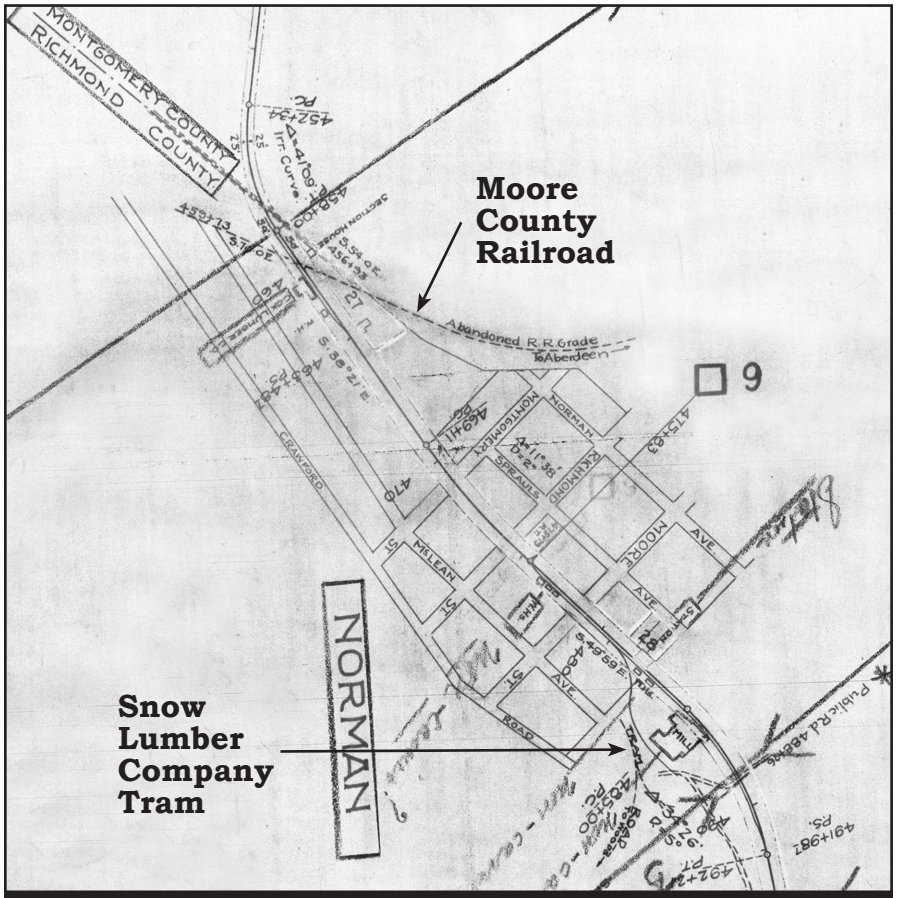
Three Shay locomotives are known to have operated on the Hoffman and Troy Railroad: Shop #270 *(Bill Fitts)*, #317 *(Thornton)*, and #494 *(Jannie)*. They were sold at a December 7, 1903 auction (see *The Anglo-Saxon*, November 19, 1903, page 2). At that time, #270 and #317 were based at Hoffman and #494 was in use on the Ledbetter lands.

Milton L. Jones acquired all three of these engines. He began using # 270 and #494 at his Thomasville, North Carolina operation in March 1904. *Poor's Manual of Railroads* no longer included an entry for the Hoffman and Troy Railroad in the 1905 issue. It had been abandoned.

The **Snow Lumber Company** of High Point, in Guilford County, began a logging operation about 1910 at a place called, at that time, Sprauls. Sprauls appears in Figure 14, which is part of the 1901 *Tunison's Atlas, Encyclopedia, Gazetteer, and Portfolio of Our Universe, Globe, and Nation*. In that year, it was located on an extension of the Moore County Railroad, called the Moore County & Western Railroad. In 1911, the postal name for Sprauls was changed to Norman, memorializing William F. Norman, the manager of the Snow Lumber Company's

operation there. Figure 15 is a 1914 Norfolk Southern Railroad Valuation map which includes Norman. Thereon, a Snow Lumber Company tram right-of-way is visible.

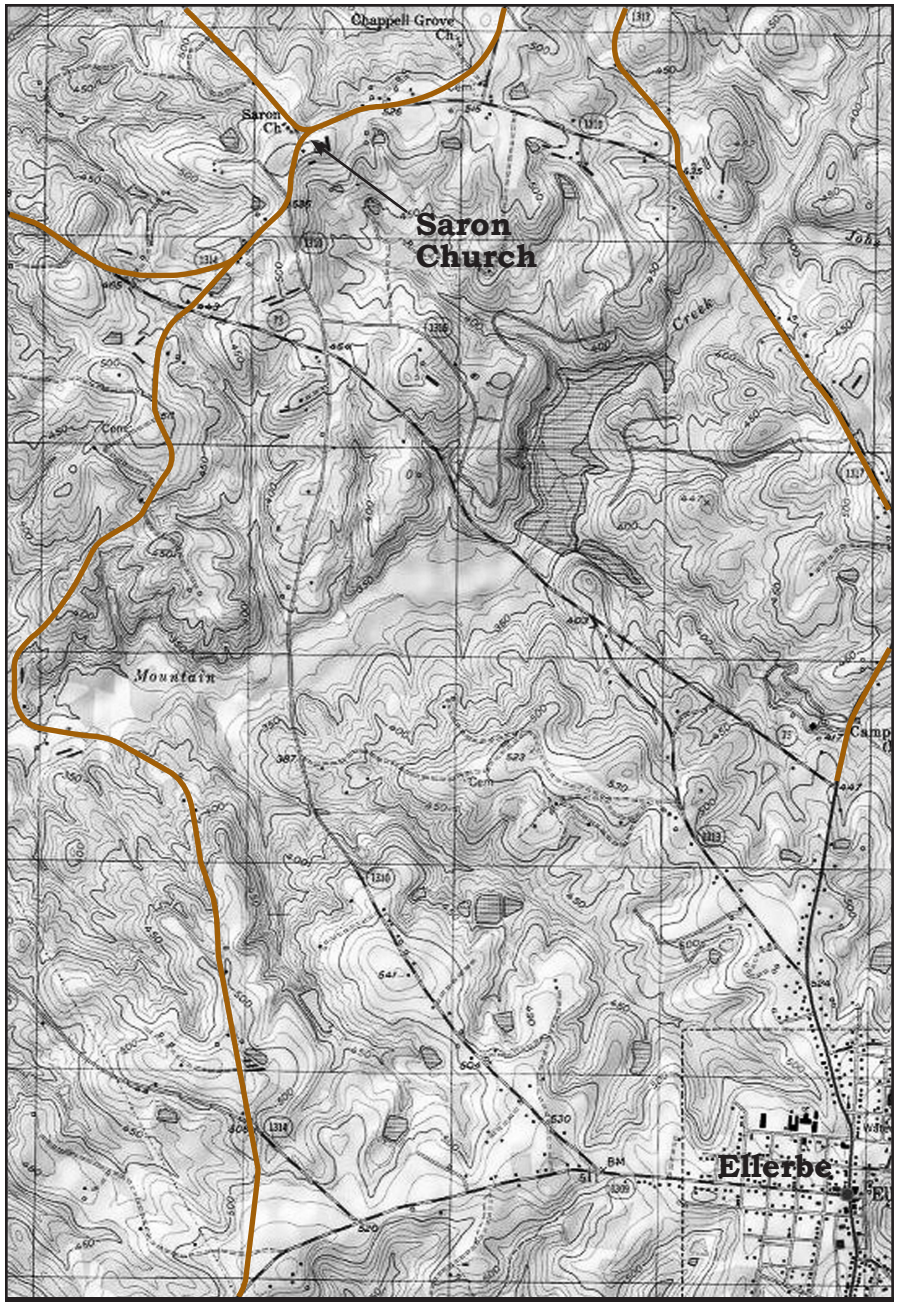
The Snow Lumber Company was using tram railroads in Montgomery County during the decade before Norman became the terminal for its Richmond County tram line. In 1910, a Shay locomotive (Shop #810) was brought to Sprauls (soon to be Norman) from Mount Gilead. It was put to work on a tram railroad leading southwest from Norman. *Railroading in the Carolina Sandhills: Volume 2* (page 104) reports that J. Carl McKenzie was the foreman of the line, and that the tram ceased operating in 1925. That source also narrates: "Snow built a tramway from Norman (at the sawmill) to the Saron Baptist Church area, and to the Pee Dee River area near the home of G. Hines near the Grassy Islands." Figure 16 is a modern-day topographical map of the Saron Church region and the area to the south. Tram grades of the Snow Lumber Company have been added by the author.



15-1914 Valuation Map at Norman (Formerly Sprauls)

The above statements are confirmed by several deeds. "Saron Church" is mentioned as a bound in a 1916 deed recorded on page 392 of Deed Book 102. This property was stated to be in Mineral Springs Township, which distinguishes it from Saron Church Cemetery, located near the northwest end of Saron Church Road in Steeles Township. Deed Book 62 contains several informative documents. A 1910 deed on page 269 mentions Grassy Island Road, Collins Creek, and Martins Creek. Jobes Creek appears in a 1910 deed found on page 266. Another 1910 deed on page 303 includes Ellerbe Springs Church. The Mount Gilead-Rockingham River Road is used as a bound for a 1914 timber deed described on page 456 of Deed Book 102. Book 68, page 192 (1911) mentions New Hope Church in Steeles Township. Possibly one of the last tracts reached by the tram railroad was named in a 1923 deed recorded on page 513 of Deed Book 138. This property was in Steeles Township, in the region of Sugar Loaf Mountain and Big Mountain Creek, near Cagle Grave Road.

In another transaction recorded in Montgomery County in 1910, the Snow Lumber Company bought timber rights on 35 separate tracts of land (Deed Book 51, page 291).



16-Snow Lumber Co. Railroad Near Saron Church

Those properties were located in both Richmond and Montgomery Counties. One of them was located along "Silver Run," immediately south of the boundary line between the two counties. This raises the possibility that there may have been yet another Snow Lumber Company tram railroad on the west side of Norman. If indeed it existed, it likely would have followed County Line Road to the area of Silver Creek.

During the 1920s, the Snow Lumber Company acquired timber rights in Beaverdam Township and in areas east of Ellerbe, in Mineral Springs Township. These included extensive tracts in Beaverdam Township that had previously been logged via the Hoffman & Troy Railroad. Most of these documents do not mention tram roads or railroads, suggesting that by then, truck logging had supplanted logging by rail.

Duncan B., Kenneth C., and William E., and Phillip Cameron were sons of John A. Cameron. Kenneth C. and at least one brother formed the logging company of **Cameron Brothers**. It operated primarily in the western part of what is now Scotland County, before that county was formed from Richmond County in 1899.

Kenneth C. Cameron purchased his first timberland in November 1893. It was located on the west side of Breakfast Branch. In 1896, additional property was obtained in Williamson and Laurel Hill Townships (on Gum Swamp Creek, Upper Beaverdam Creek, and Crawford Branch), in Marks Creek Township of the current Richmond County (on Crawford's Branch) and Stewartsville Township (between Shoe Heel and Leach Creeks). Mary Jane Cameron (wife of Phillip R. Cameron) was the grantee in the Stewartsville Township deed (Richmond County Deed Book HHH, page 269), which mentions "Beginning at a stake in Cameron's tramway."

It seems likely that the Camerons operated more than one segment of logging railroad, all of which originated on the Seaboard Air Line Railroad. One left the Seaboard mainline immediately west of the border between Richmond and Scotland Counties. Another probably had its origin at Old Hundred.

K. C. Cameron bought a used 34-inch gauge Shay locomotive (Shop #440) for use on his company's tram railway. The year of purchase is unknown. It was delivered to Old Hundred in Scotland County. A second Shay (Shop #452) arrived at Old Hundred about 1895. It was built to a slightly wider gauge (36 inches) and may have operated on a different right-of-way than #440.

It seems likely that one the Cameron Brothers tram railways terminated at Old Hundred. Rand-McNally & Company's 1893 *Lumberman's Directory* reveals that C. E. Duncan operated a sawmill there. In 1897, K. C. Cameron bought another parcel of timberland (400 acres) in Williamson Township from C. E. Duncan and John C. Trollinger.

The 1903-1907 issues of *NC Yearbook and Business Directory* include both Cameron Brothers and C. E. Duncan with postal addresses at Old Hundred. It is probable that these businesses closed down when the local timber was exhausted. No map has been located that shows where the Cameron Brothers tram railways existed. Although the brothers must have had at least one branch which entered Stewartsville Township, an accurate representation of the location of that right-of-way could not be determined.